

May 27, 2011

To: Executive Board

Subject: **2011 Legislative Summary**

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### **Recommendation**

Receive and file the May 2011 Legislative Summary. Adopt a support position on AB 345.

### **Analysis**

A summary of state and federal legislation and its status is attached. Board members should note that staff recommends a **support position on AB 345 (Atkins)**.

AB 345 requires the Department of Transportation (Caltrans) to ensure that any committee or formal group of the California Traffic Control Devices Committee (CTCDC) includes representation from all users of the road, including public transit, thereby improving the implementation of complete streets policies. This bill would assist in making certain that the interests of state public transit agencies including Foothill Transit are represented on the CTCDC.

The Assembly Republicans presented their "Roadmap for a No Tax Increase Budget." on May 12. Their plan balances the budget without cutting education and law enforcement as well as raising taxes. It appears their plan does not impact public transit or the gas tax swap.

The Legislative Analyst's Office (LAO) recently reported that the state's revenues are up by \$2.3 billion since the beginning of January meaning that the deficit could shrink to at least \$10 billion if the numbers hold. The state is still counting personal income, corporate, and sales and use tax receipts so the true number will not be known until the release of the May Revision on May 16<sup>th</sup>.

Governor Brown has been pushing for a balanced approach which considers cuts and the extension of certain taxes to be considered by voters. Unless an alternative proposal comes to fruition, the Governor has vowed to make additional cuts which may impact funding for transportation programs such as State Transit Assistance (STA) or the sale of bonds if the tax extensions are not continued by either not being placed on the ballot by the legislature or are rejected by the voters.

In Washington, D.C., the chairman of the House Committee on Appropriations, Rep. Harold Rogers (R-KY) announced the budget allocations for the twelve subcommittees under his jurisdiction. The transportation spending bill for Fiscal Year (FY) 2012 is expected to be cut approximately 14% from the funding levels in the FY11

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transportation spending bill and would, if adopted into law, represent a 36% reduction from the funding being proposed by President Obama in his annual budget (which was released this February). Specifically, the House Committee on Appropriations has outlined budget authority of \$47 billion for the Transportation and Housing and Urban Development Subcommittee, as compared to the \$55 billion in budget authority secured by the subcommittee in FY11 and the \$74 billion proposed for FY12 by President Obama. The transportation spending bill is expected to be considered by the House Committee on Appropriations Subcommittee on Transportation in mid-July, with the full committee slated to consider and adopt the measure on July 26, 2011.

The U.S. Senate is expected to craft their own transportation spending bill later this year, under the leadership of U.S. Senator Patty Murray (D-WA), who chairs the Senate Committee on Appropriations, Subcommittee on Transportation, Housing and Urban Development and Related Agencies. We met with our federal delegation earlier this month to advocate for the maximum amount of transportation spending possible and that our legislative priorities are promoted in any final transportation spending bill for FY12.

#### **Financial Impact**

AB 345 will have no direct impact on the Foothill Transit budget.

Sincerely,



David Reynoldson  
Director of Government Relations



Doran J. Barnes  
Executive Director

# 2011 Legislation Summary

Current as of 5/13/2011

(Amendments and Bills with updated status or requesting action are indicated in **bold**)

Bill No.	Author	Analysis	Potential Impacts	Location	Outside Agency Positions	Recommended Position
AB 147	Dickinson	Existing law under the Subdivision Map Act authorizes cities and counties to charge developer fees to defray the costs of infrastructure improvements to support development projects. Development impact fees levied under the Subdivision Map Act are charged as a condition of approval of a final map or building permit. Current law limits the use of these fees for the mitigation of traffic impacts to bridges and major thoroughfares. AB 147 would authorize a local agency to also use this fee for transit, bicycle, and pedestrian facilities.	This bill could mean more local money provided to Foothill Transit for facility construction.	Assembly Committee on Local Government	CTA - Support	Support Position Adopted 3/25/2011
AB 345	Atkins	<b>Would require the Department of Transportation (Caltrans) to ensure that any committee or formal group of the California Traffic Control Devices Committee (CTCDC) includes representation from all users of the road, including public transit, thereby improving the implementation of complete streets policies.</b>	<b>This bill will make certain that the interests of state public transit agencies including Foothill Transit are represented on the CTCDC.</b>	Assembly Floor	CTA - Support	Support
AB 485	Ma	Would provide an optional financing mechanism to allow transit agencies greater incentives and opportunities to explore transit-oriented development (TOD) options with local governments. Furthermore, if a city or county wishes to pursue a TOD project with a local transit agency within an existing "transit village development district," they may pursue an agreement setting forth the conditions by which bonds could be issued to develop and make improvements to a specific transit station.	This bill would provide Foothill Transit greater opportunities to work with our member cities and the County to pursue transit oriented development partnerships.	Assembly Floor	CTA - Support	Support Position Adopted 4/27/2011
AB 650	Blumenfield	This bill would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century and would require the task force to be comprised of 12 specified members appointed by the Senate Committee on Rules and the Speaker of the Assembly by March 31, 2012. The bill would require the task force to prepare a written report that contains specified findings and recommendations relating to the current state of California's transit system, the estimated cost of creating the needed system over various terms, and potential sources of funding to sustain the transit system's needs, and to submit the report by March 31, 2013, to the Governor and other key legislative bodies.	We understand that members of the environmental community will have a role on the Task Force which brings an important voice for transit into the mix who has not been actively involved previously.	Assembly Committee on Appropriations	CTA – Support	Support Position Adopted 3/25/2011
SB 582	Emmerson	Existing law requires transportation planning agencies to undertake various transportation planning activities, including preparation of a regional transportation plan and also requires transportation planning agencies that are designated under federal law as metropolitan planning organizations (MPO's) to include a sustainable communities strategy as part of the regional transportation plan for their region. SB 582, beginning on January 1, 2013, would authorize a metropolitan planning organization, in partnership with the local air quality management district, to adopt a commute benefit ordinance that requires covered employers operating within the common jurisdiction of the organization and district with 20 or more covered employees to offer those employees certain commute benefits.	Additional commuter benefits could mean more potential riders on Foothill Transit's system.	Senate Committee on Environmental Quality	CTA – Support	Support Position Adopted 3/25/2011